

CENTRAL INTELLIGENCE AGENCY
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INFORMATIONAL REPORT

REPORT

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SUBJECT Construction at Welzow Airfield

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SUPPLEMENT TO REPORT NO. 50X1-HUM

[Redacted area]

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[Redacted area]

1. One hundred-eighty Soviet Airforce personnel have arrived at Welzow airfield. They are to assist in the construction work and to guard the field. [Redacted] the SAF personnel were commanded by a lieutenant colonel, and [Redacted] they were enlisted men undergoing punishment. 50X1-HUM
2. New German construction workers are constantly being engaged although all of them are to move to Drewitz airfield on 1 October 1951, when they are to begin the construction of a runway there. Some 1200 workers are employed on the airfield. They work in two shifts from 4:00 A.M. to 1:00 P.M., and from 1:00 - 11:00 P.M. respectively.
3. In 1947, on orders of the Russians the fuel dump of 15 large gas tanks was dismantled and removed. 50X1-HUM
4. [Redacted] three runways are being built at Welzow, one main runway with a width of 80 m. and two secondary runways, each with a width of 50 m. They run parallel to each other. The area in which the runways are being built has been staked out to a length of 3500 m. and to a width of 500 m.
5. On 7 June 1951 it was observed that the main runway had been staked out to a length of 2500 m. and a width of 80 m., and that 800 m. of it had been concreted. Parallel to and on either side of this runway the two subsidiary runways of the same length but only 50 m. wide had been staked out. The distance between the outer limits of the main runway and the inner limits of the subsidiary runways was 25 m.
6. On 4 June 1951, eight strips of concrete, each four m. wide, had been laid to a length of 800 m., from the northeast end of the runway and continuing towards the southwest. The distance between individual strips was approximately eight m. The thickness of the concrete was approximately 20 cm. Three large concrete mixers were working, (see point 10 on sketch) and about 12 narrow-gauge field railway trains were engaged in transporting the mixed cement to the central runway.
7. On 7 June 1951 concreting of the main runway had been completed to a length of 800 m. and to a width of 80 m. Some of the narrow-gauge field railway tracks had been moved to the southwest end of the runway, others were still in the process of being moved. In the center of the area in which the runways are being built, however, large scale levelling work with two excavators and three narrow-gauge field railway trains was still in progress. On the southwest side of the

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airfield, northwest of Liesko and near the Meissenberg, some 50 SAF enlisted men were seen working with seven tractors and levelling equipment. With them were seen four SAF officers and truck [redacted]. Building material constantly arrived by rail on the recently-erected airfield siding. 50X1-HUM

8. The wooden quarters at the airfield were being replaced by brick barracks. A barrack block 80 - 100 m. long and approximately 15 m. wide was being constructed and the first story had been completed (See point 4 on sketch). Large heaps of bricks were observed, totalling some eight million bricks. 50X1-HUM
9. [redacted]
7 on sketch). It was fenced off and guarded by SAF enlisted men.

Key to sketch

1. Area in which the runways are to be built.
2. Main runway, 2500 m. long and 80 m. wide.
3. Two subsidiary runways, each 2500 m. long and 50 m. wide.
4. Barrack block 80 m. long and 50 m. wide - under construction.
5. Four barrack huts accommodating the SAF personnel.
6. Levelling work.
7. Garage, 80 m. long and 50 m. wide - recently constructed.
8. Barrier guarded by a sentry.
9. Light masts.
10. Cement shed.
11. Bricks.
12. Ploughed-up area.
13. Levelling work
- 14-19. Building shed.

☐ Airfield siding.

—+— Narrow-gauge railway track.

←← Route taken by observer.

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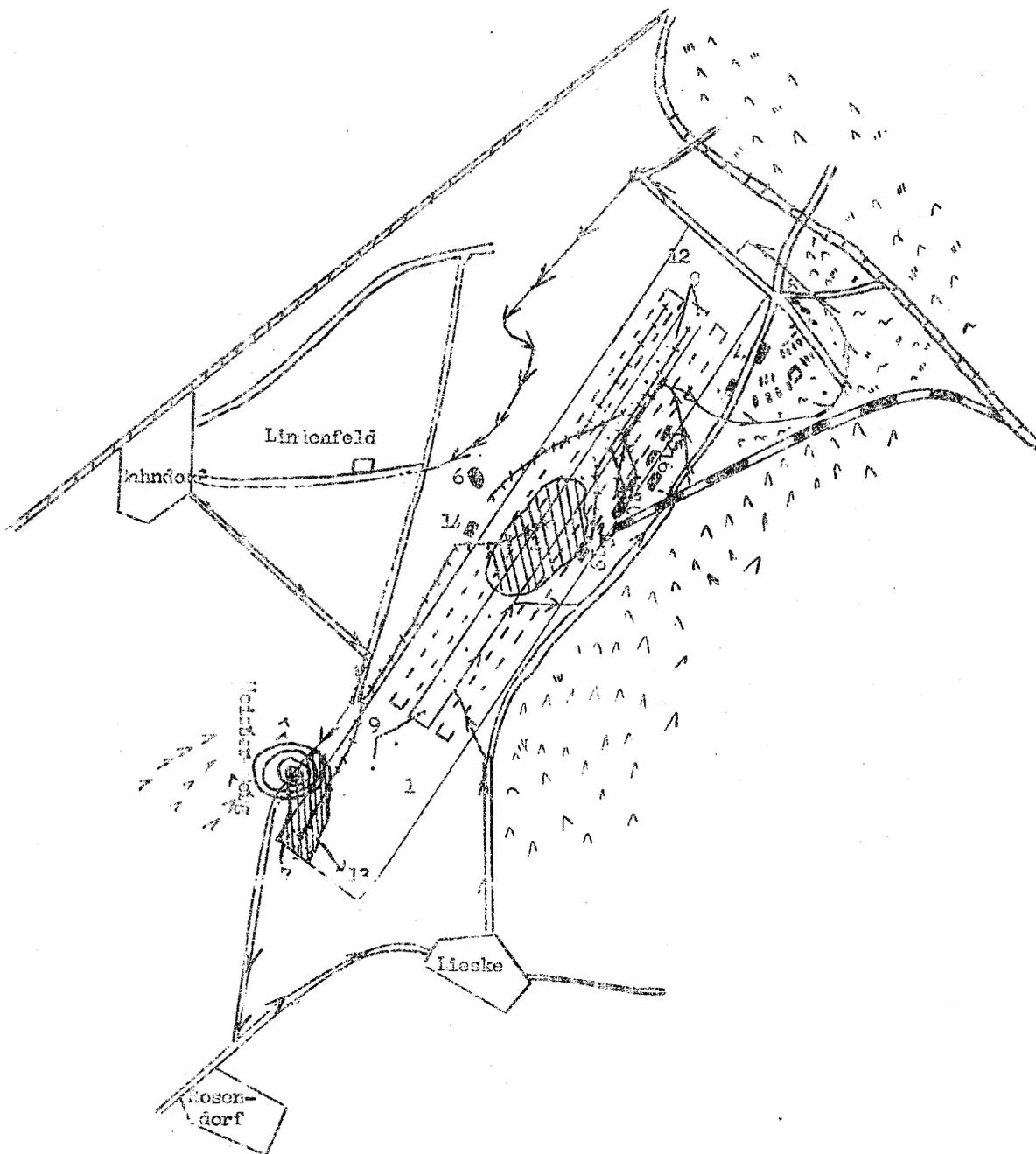
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ATTACHMENT



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Wilson Airfield



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